

BookletChartTM

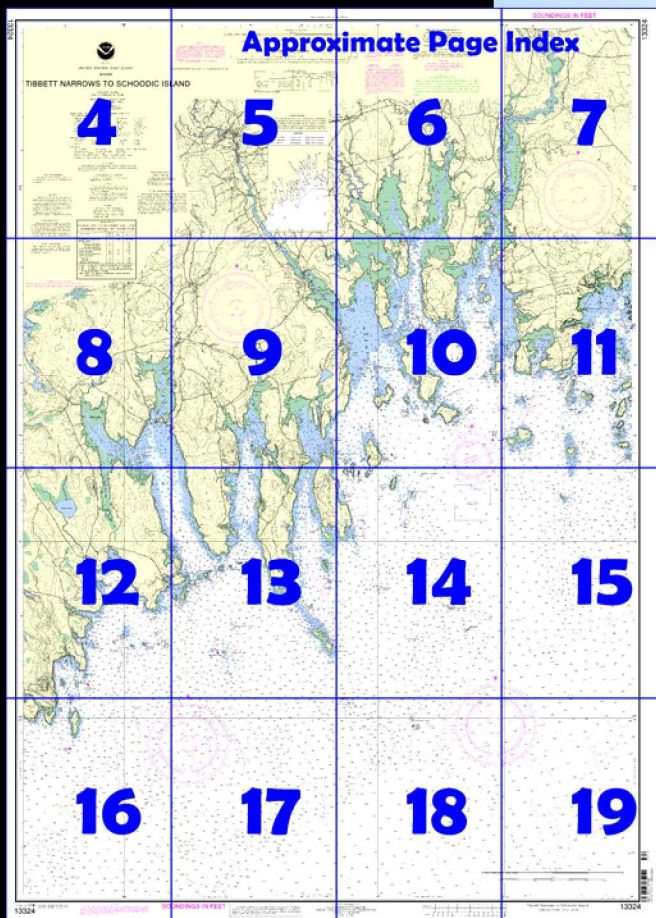
Tibbett Narrows to Schoodic Island

(NOAA Chart 13324)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

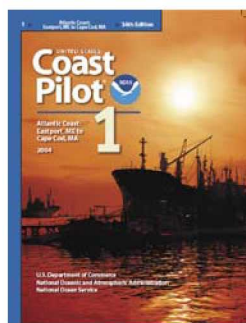
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 1, Chapter 6 excerpts]

(7) The bight between Petit Manan Bar and Schoodic Peninsula is the approach to Dyer Bay, Gouldsboro Bay, and Prospect Harbor. Local fishermen are the principal users of these waters. Vessels should use caution when crossing broken areas where the charted depth does not considerably exceed the vessel's draft.

(9) **Dyer Bay**, westward of Petit Manan Point, has excellent anchorage in depths of 20 to 42 feet. The entrance, 3.3 miles northwestward

of Petit Manan Light, and the bay channel are unmarked and seldom used except by small local vessels.

(10) A good passage nearly 0.5 mile wide is between Petit Manan Point and **The Castle**, the easternmost bare ledge. One mile above The Castle the channel narrows to a width of 250 yards because of rocks and ledges which extend out from both shores and are covered 8 to 11 feet. Above

this the channel widens to 0.5 mile, and then narrows gradually to 400 yards westward of **Sheep Island**, 3.3 miles north of The Castle. The least depth in midchannel is about 18 feet, but a stranger should not attempt to enter at low water with a vessel drawing more than 8 feet.

(11) Strangers can enter Dyer Bay with the aid of the chart in clear weather in the daytime. Local knowledge should be obtained before attempting it at any other time, as there are many fishweirs covered at or near high water.

(18) **Gouldsboro Bay**, separated from Dyer Bay by **Dyer Neck**, is 4 miles northwestward of Petit Manan Light, and 6 miles northeastward of Schoodic Island. Excellent anchorage may be had in depths of 12 to 54 feet. The bay is the approach to the villages of Gouldsboro and Steuben, 6.5 and 7 miles, respectively, above the entrance. However, the approaches are unmarked and used only by small craft at high water.

(21) **Eastern Way** leads into Gouldsboro Bay between Eastern Island and Bald Rock. The passageway is about 300 yards wide between the 18-foot curves, and has a spot covered 17 feet about 250 yards west of Eastern Island. A depth of 45 feet is available for a width of 75 yards in the channel between the 30-foot curves. The channel has strong tidal currents; when the current is ebbing, more especially with southerly and easterly winds, small craft or those under sail alone should not attempt the passage. The current sets diagonally across the channel.

(22) **Western Passage**, with a least depth in the channel of 16 feet, leads into the bay between Sally Island and Sheep Island. The passage is about 100 yards wide and is close along the eastern side of Sheep Island and westward of the ledges, bare at half tide, which extend about 500 yards west of Sally Island. It is not advisable for strangers to attempt it. The tidal currents run true with the channel and have a velocity of 2 to 3 knots at strength.

(23) A passage from Dyer Bay to Gouldsboro Bay north of Sally Islands is obstructed by a ledge, which uncovers, that extends 350 yards south of the southern extremity of Dyer Neck, and a shelving ledge covered 8 feet at the end extending 200 yards northeastward from Eastern Island. The channel is about 75 yards wide between the 30-foot curves, and the controlling depth is about 28 feet. The tidal currents have a velocity of 2 to 3 knots at strength through these passages, and in Eastern Way they set diagonally.

(28) **Joy Bay**, a shallow body of water 1.5 miles long that extends northward from Gouldsboro Bay, is entered through **The Narrows** between **Rogers Point** and **Garden Point**. Two coves are at the head of Joy Bay. **Steuben Harbor** extends northeastward, and **Joy Cove** extends westward. The narrow, crooked, and unmarked channels through Joy Cove and Steuben Harbor are nearly bare at low water and are seldom used. **Steuben**, a village at the head of Steuben Harbor, can be reached at high water by vessels of 7 to 8 feet in draft. Groceries and gasoline are available in the village.

(31) The unmarked channel into Corea Harbor leads to the westward of Western Island and then along the northeastern side of the entrance to an anchorage in the middle of the harbor. A ledge extending from the western side of the entrance is cleared by keeping close to the northeastern side. Lobster pots, which are usually placed on the edge of the ledge, are a good indication of the location of the channel. Low water is the best time to enter.

(32) In June 1997, the controlling depths were 8 feet in the channel to the anchorage, thence 6 feet in the anchorage with lesser depth to 4 feet along the northern edges. The harbor outside the limits of the anchorage has shoaled considerably. The moorings in the harbor are administered by the **harbormaster**, who may be contacted through either lobster wharf. A heavy surge is sometimes felt in the harbor in southerly winds.

(35) **Prospect Harbor**, 4 miles north-northeastward of Schoodic Island and 6 miles northwestward of Petit Manan Light, is a large deepwater bight, about 1.3 miles wide between **Cranberry Point** and **Prospect Point**. It has ample depth and offers good anchorage for the largest vessels, but is exposed to southerly and southeasterly weather.

(44) The approach to Prospect Harbor and the anchorage can be readily made with the aid of the chart in daytime in clear weather.

Table of Selected Chart Notes

PLANE COORDINATE GRID (based on NAD 1927)

The Maine State Grid, east zone, is indicated on this chart at 10,000 foot intervals thus: ---
The last three digits are omitted.

Corrected through NM Nov. 1/03
Corrected through LNM Oct. 21/03

HEIGHTS

Elevations of rocks, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

NOAA WEATHER RADIO BROADCASTS

The National Weather Service station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Ellsworth, ME KEC-93 162.40 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.284' northward and 1.995' eastward to agree with this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NARRAGUAGUS RIVER			
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2007			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			
NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
ENTRANCE TO MITCHELL POINT	10.3	150-100	4-04/9,12-06
MITCHELL POINT			
9 - FOOT EAST ANCHORAGE	9.0	----	12-06
11 - FOOT WEST ANCHORAGE	A4.1	----	9-06
9 - FOOT WEST ANCHORAGE	7.3	----	1-07
THENCE TO LOWER ANCHORAGE	8.1	100	12-06,1-07
LOWER ANCHORAGE	B5.3	150	12-06
THENCE TO UPPER ANCHORAGE	6.0	100	12-06
UPPER ANCHORAGE			
EAST SIDE	5.0	----	12-06
WEST SIDE	4.5	----	12-06
THENCE TO END OF PROJECT	C4.4	100	12-06
A. EXCEPT FOR SHOALING TO 2.4 FEET IN THE WESTERN LIMIT OF ANCHORAGE.			
B. EXCEPT FOR SHOALING TO BARE IN THE WESTERN LIMIT OF ANCHORAGE.			
C. EXCEPT FOR SHOALING TO 2.2 FEET AT 44°32'38.2N, 67°52'44.3W AND SHOALING TO BARE IN LAST 50 FEET OF CHANNEL.			
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE			

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

COLREGS, 80.105 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.



NOTE B RECOMMENDED VESSEL ROUTE

Deep draft vessels entering and departing Frenchman Bay and Bar Harbor are requested to remain within the Recommended Vessel Route. Two-way traffic is possible within all parts of the green-tinted areas. Other vessels, while not excluded, should exercise caution in these areas and monitor VHF channel 16 or 13 for information concerning vessels transiting these areas. See U.S. Coast Pilot 1, Chapter 6.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F feed	MICRO TR microwave tower	R red	W white
Fl flashing	Mir marker	Ra Ref radar reflector	WHS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bkls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean High Water	Mean Low Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Addison, Pleasant River	(44°37'N/67°45'W)	12.8	12.2	0.4	-4.0
Millbridge	(44°32'N/67°53'W)	12.3	11.7	0.4	-4.0
Pigeon Hill Bay	(44°27'N/67°52'W)	12.0	11.5	0.4	-4.0
Prospect Harbor	(44°24'N/68°01'W)	11.4	10.9	0.4	-4.0

(594) Latest information available.



UNITED STATES—EAST COAST
MAINE

TIBBETT NARROWS TO SCHOODIC ISLAND

Mercator Projection
Scale 1:40,000 at Lat. 44°28'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

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F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
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AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

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RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

PLANE COORDINATE GRID

(based on NAD 1927)

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The last three digits are omitted.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

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11-FOOT WEST ANCHORAGE	7.3	---	1-07
9-FOOT WEST ANCHORAGE	8.4	---	12-06, 1-07
THENCE TO LOWER ANCHORAGE	8.4	---	12-06, 1-07
LOWER ANCHORAGE	8.4	---	12-06, 1-07
THENCE TO UPPER ANCHORAGE	8.4	---	12-06, 1-07

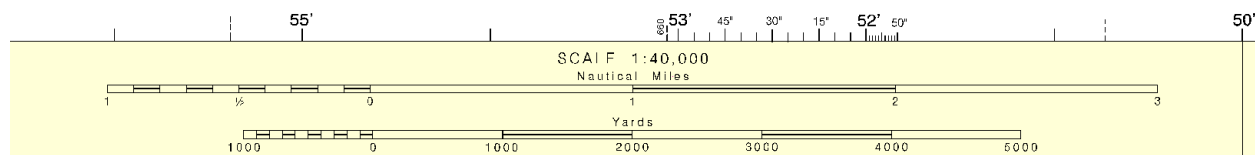
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

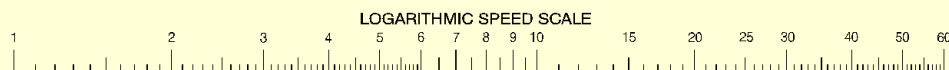
See Note on page 5.





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localcharts.noaa.gov

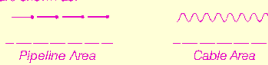


To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

CAUTION

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Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



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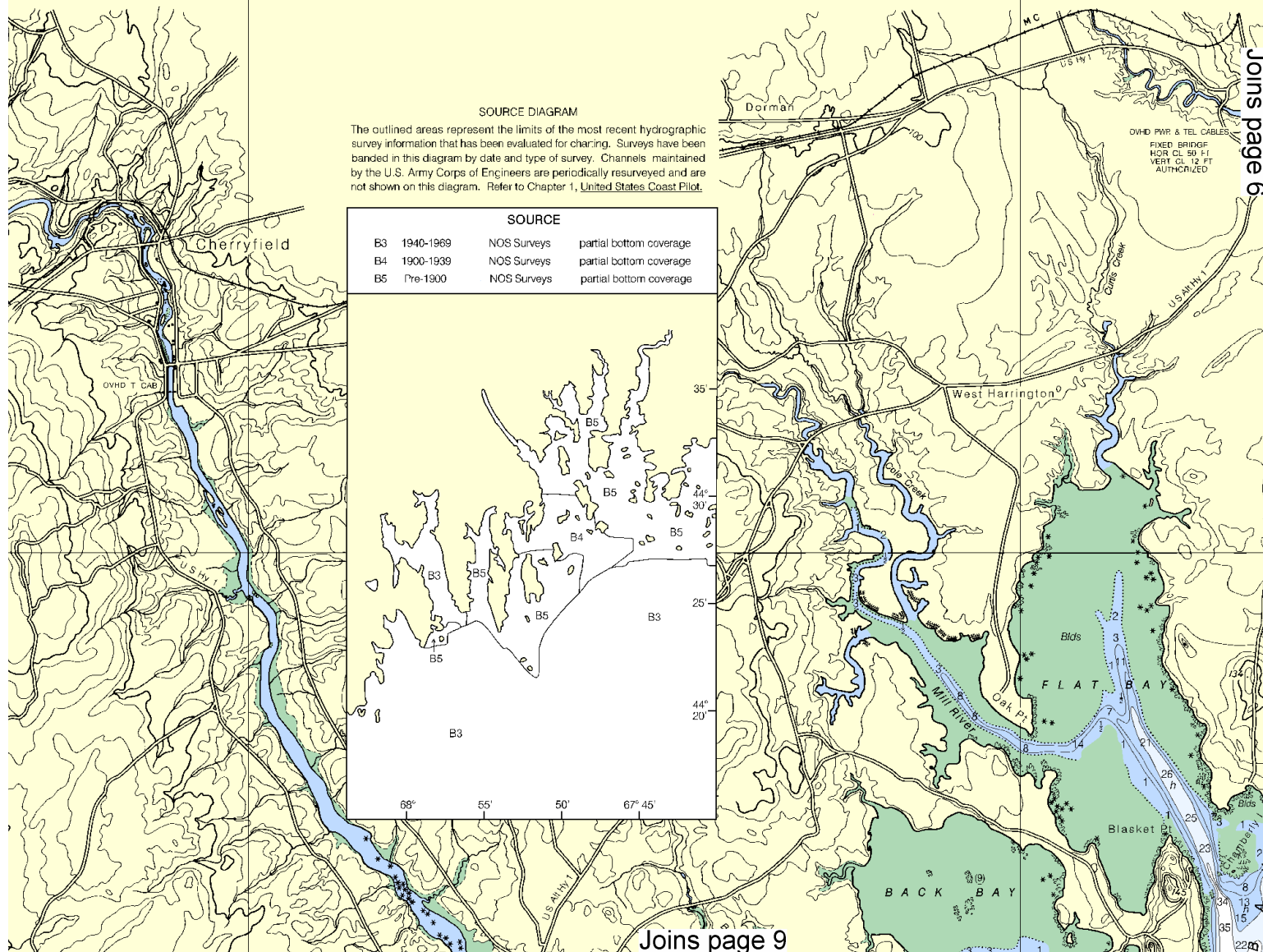
Covered wells may be marked by lighted or unlighted buoys.

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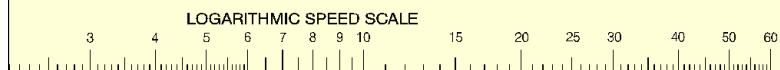
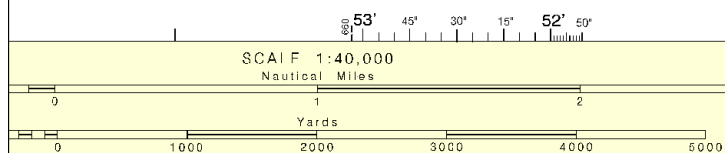
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Place		TIDAL INFORMATION				
		Height referred to datum of soundings (MLLW)				
Name	(LAT/LONG)	Mean High Water	Mean High Water	Mean Low Water	Mean Low Water	Extreme Low Water
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Prospect Harbor	(44°24'N/68°01'W)	11.4	10.9	9.4	9.4	-4.0

(594) Latest information available.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



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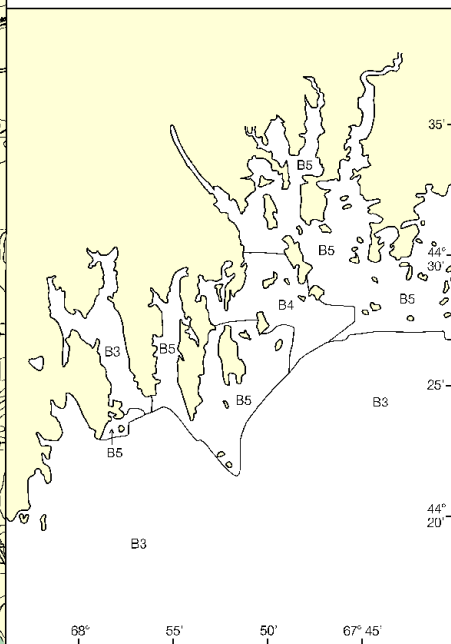
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SOURCE DIAGRAM

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SOURCE

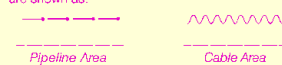
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



CAUTION

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Elsworth, ME KEC-93 162.40 MHz

POLLUTION REPORTS

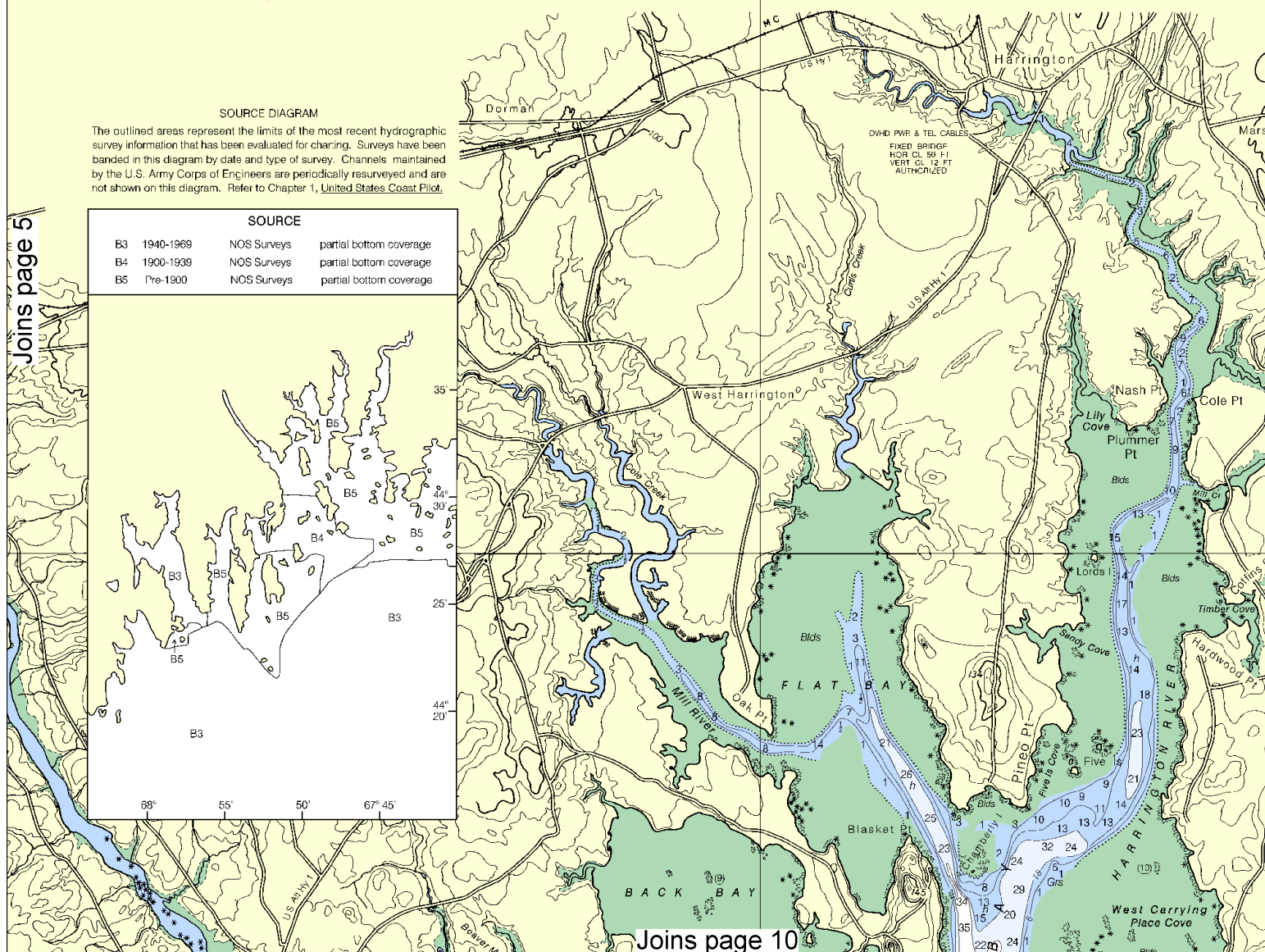
Report all spills of oil and hazardous substances to Response Center via 1-800-424-8802 (toll free), or to the Coast Guard facility if telephone communication is impossible.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE B
RECOMMENDED VESSEL ROUTE

Deep draft vessels entering and departing Frenchman are requested to remain within the Recommended Vessel Route possible within all parts of the green-tinted areas. Other vessels should exercise caution in these areas and monitor VHF information concerning vessels transiting these areas. See Chapter 6.



6



Printed at reduced scale.

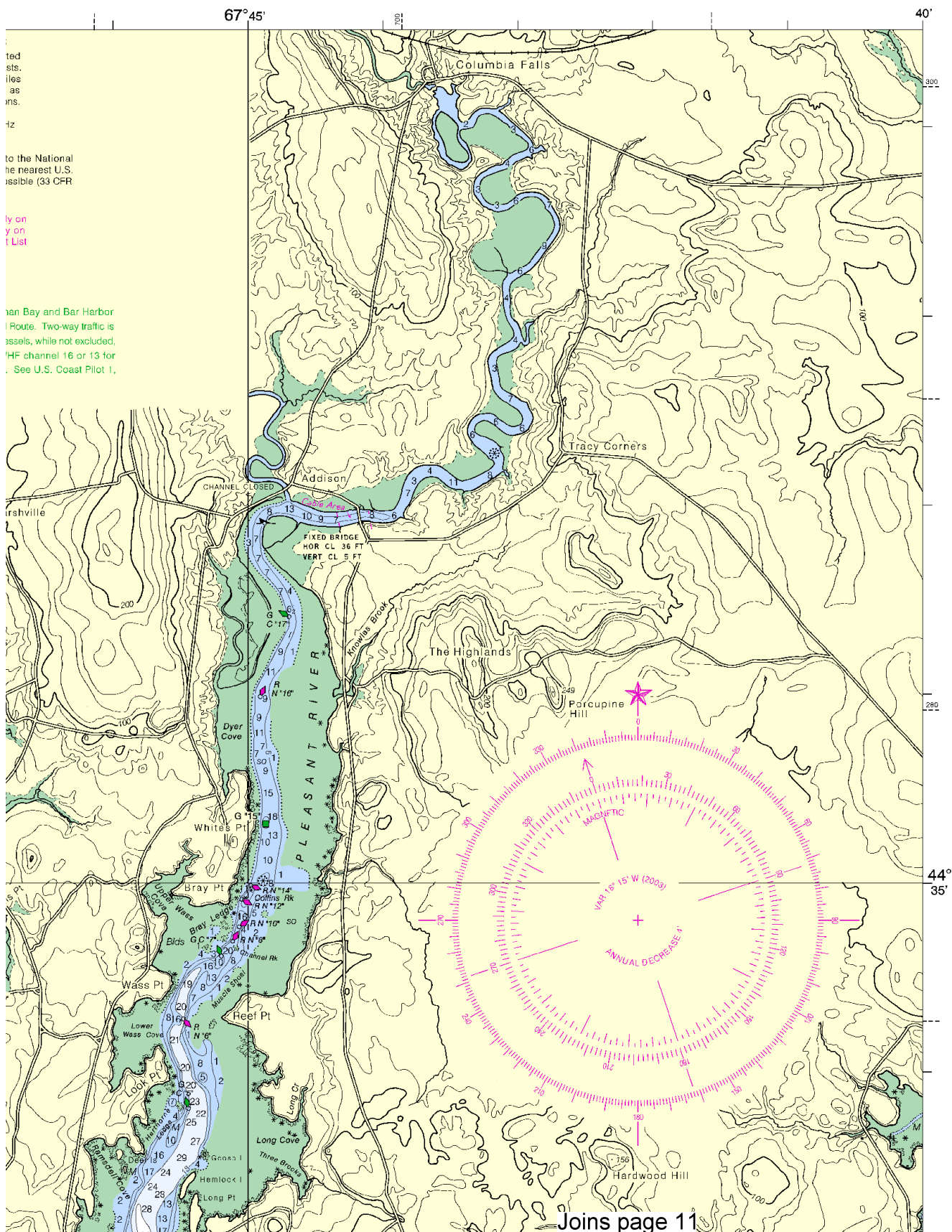
SCALE 1:40,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

13324



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.



Joins page 4

COLREGS, 80.105 (see note A)

RADAR REFLECTORS

8



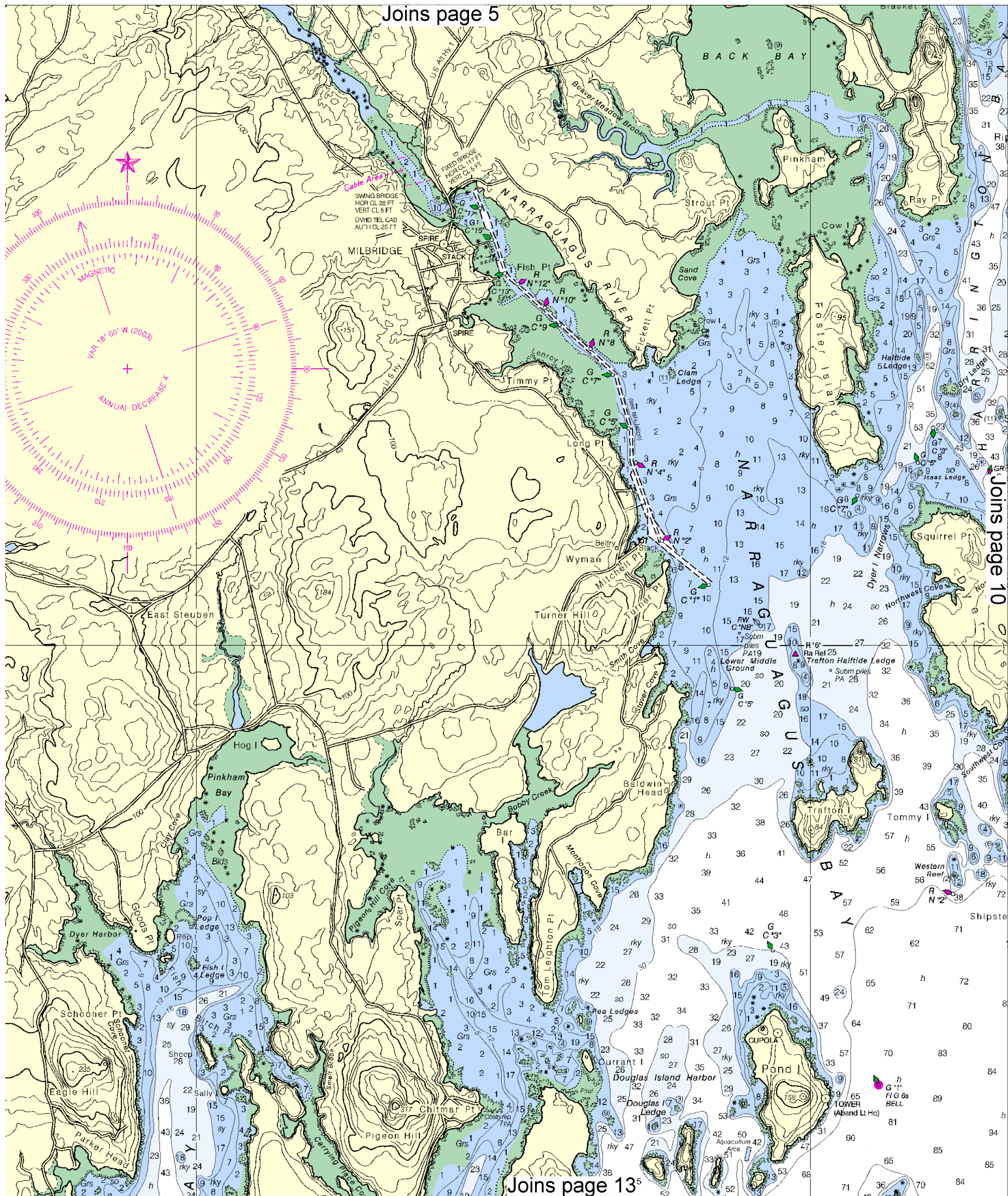
Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.



Joins page 5



Joins page 10

Joins page 13

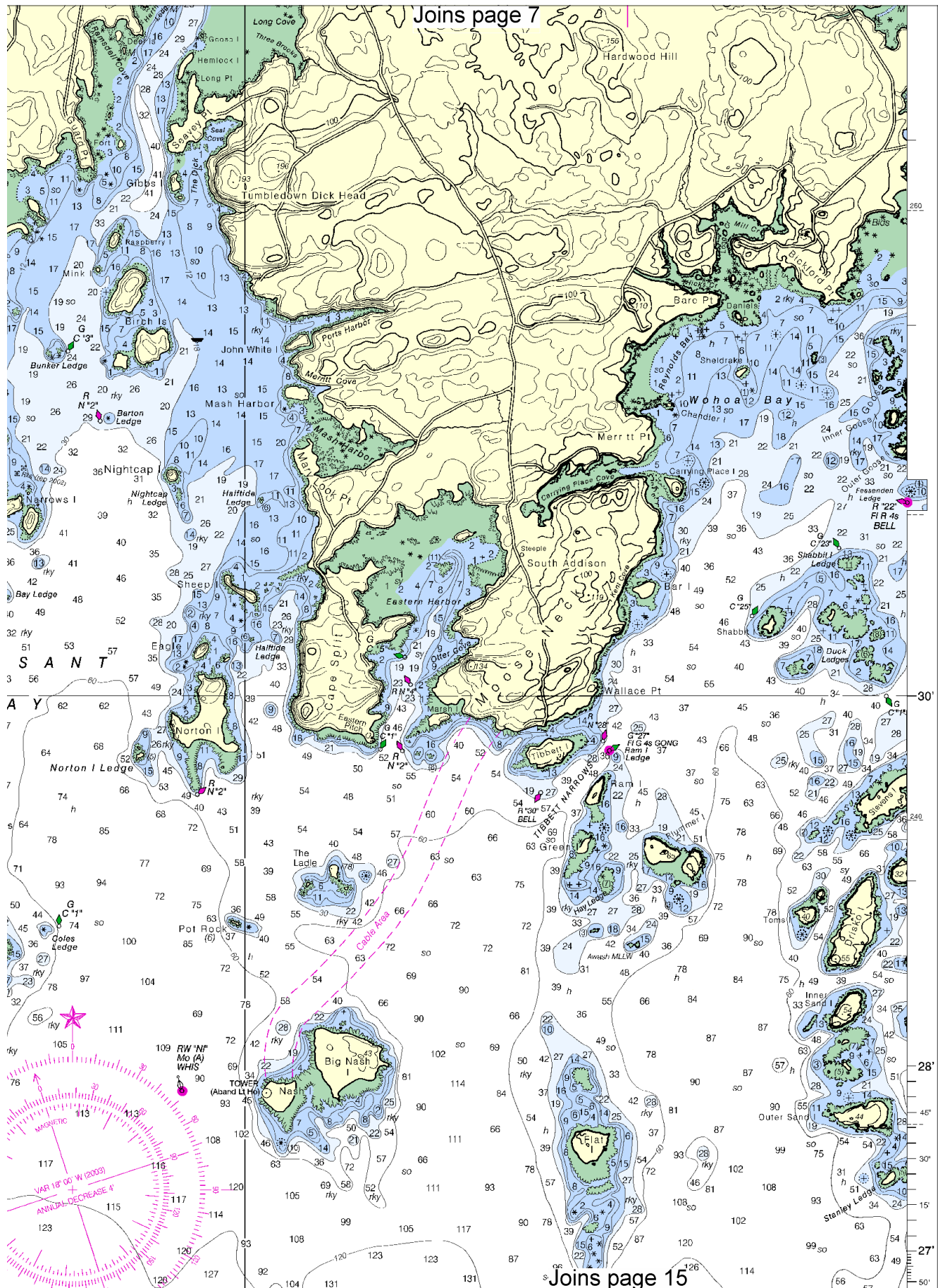
This is a detailed nautical chart of Narragansett Bay, Rhode Island. The chart shows the bay's coastline, major islands, and numerous navigational features. Key elements include:

- Geographical Features:** Narragansett Bay, Conanicut Island, Aquidneck Island, and various smaller islands like Narragansett, Conanicut, and Aquidneck. The chart also shows the locations of several bridges and harbors.
- Depth Soundings:** Numerous depth soundings are provided throughout the bay, indicating the water's depth in fathoms.
- Navigational Aids:** The chart includes various navigational aids such as buoys, lights, and beacons, each with its own specific symbol and code.
- Labels and Text:** The chart is labeled with various names of islands, points, and harbors, as well as navigational information. The text "Joins page 6" is visible at the top, and "Joins page 14" is visible at the bottom.
- Orientation:** The chart is oriented with North at the top.

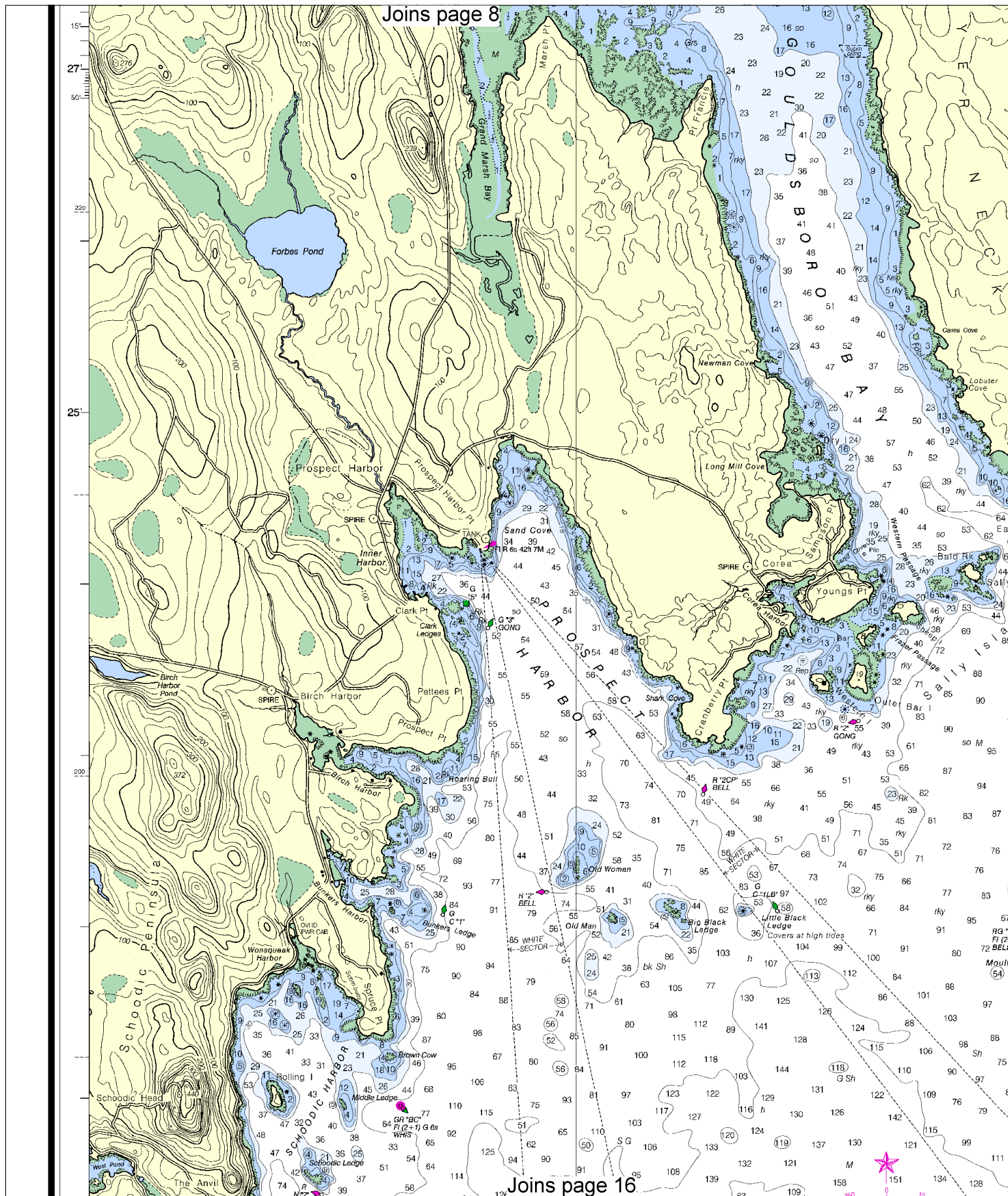


~~SCALE 1:40,000~~
Nautical Miles

Joins page 7

Joins page 15¹²

Joins page 8



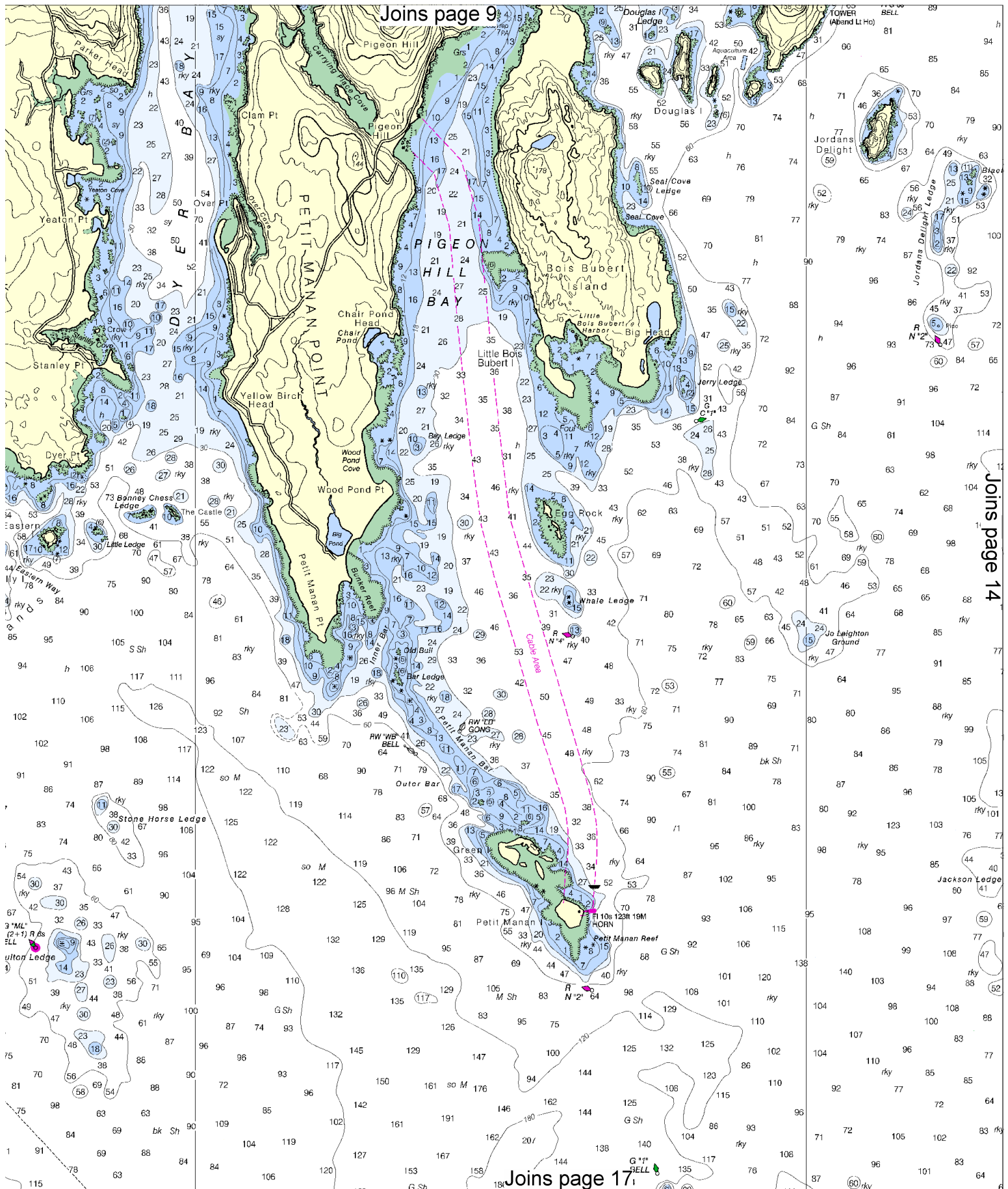
Joins page 16

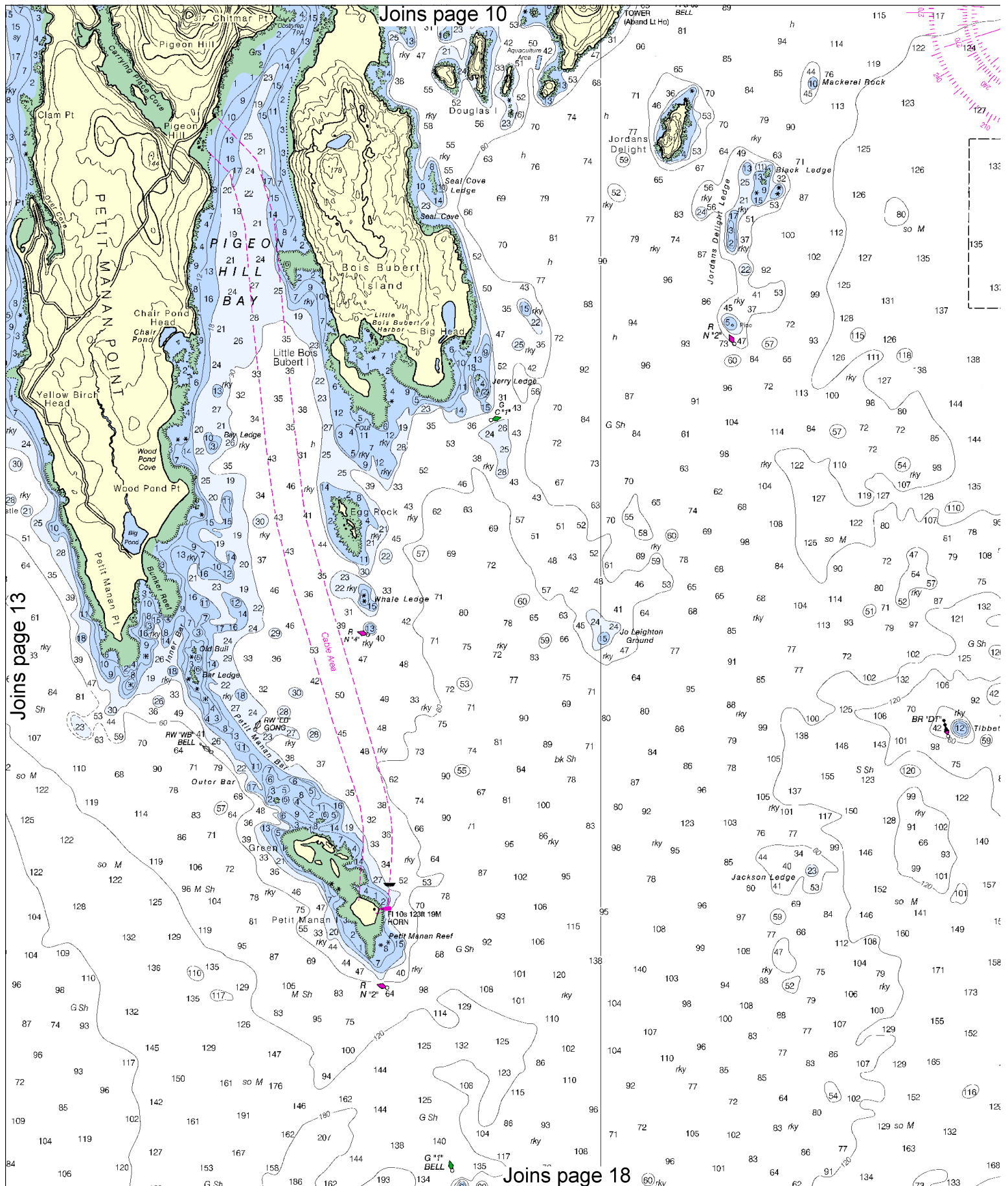
Printed at reduced scale.

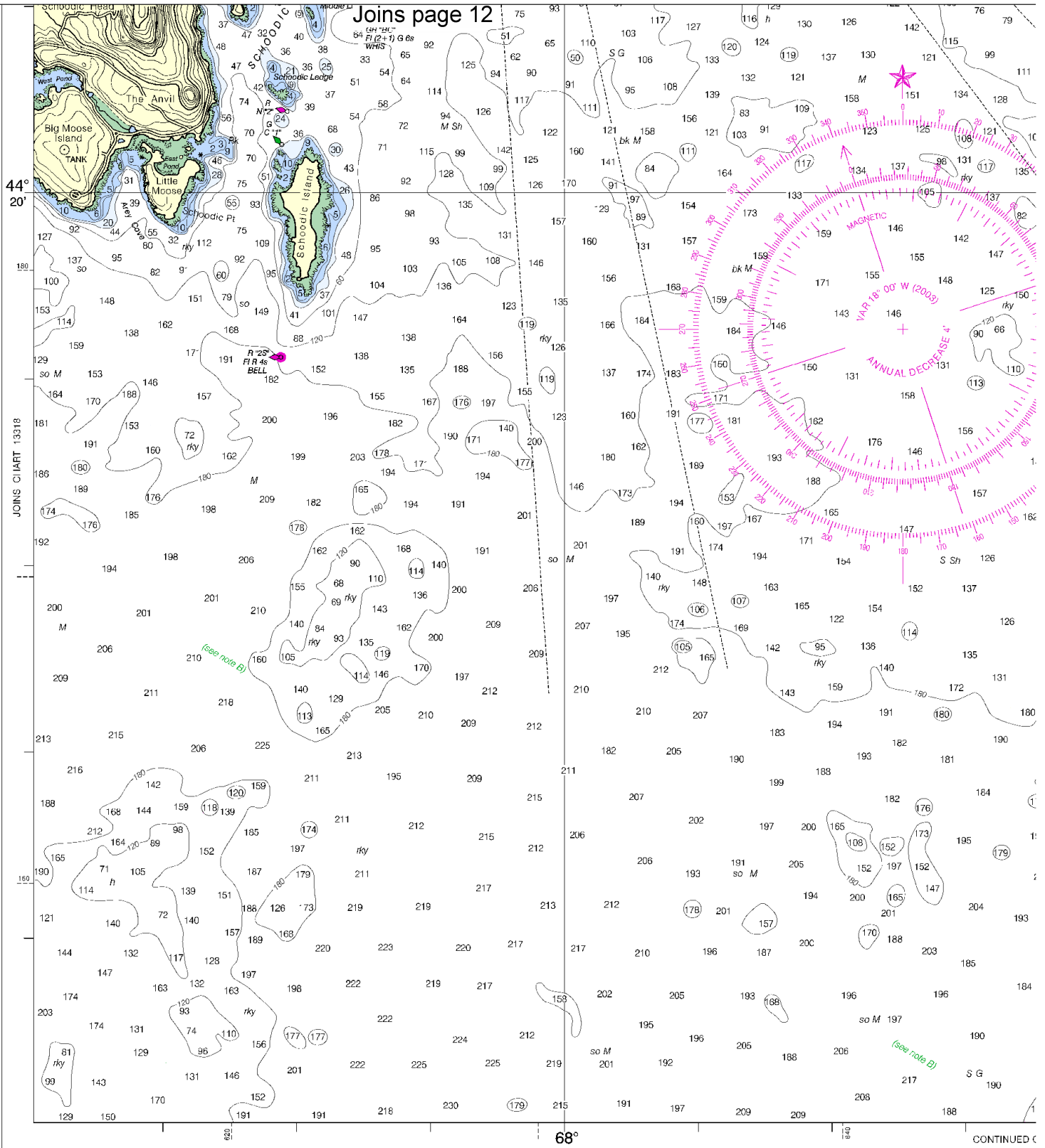
SCALE 1:40,000
Nautical Miles

See Note on page 5.









16

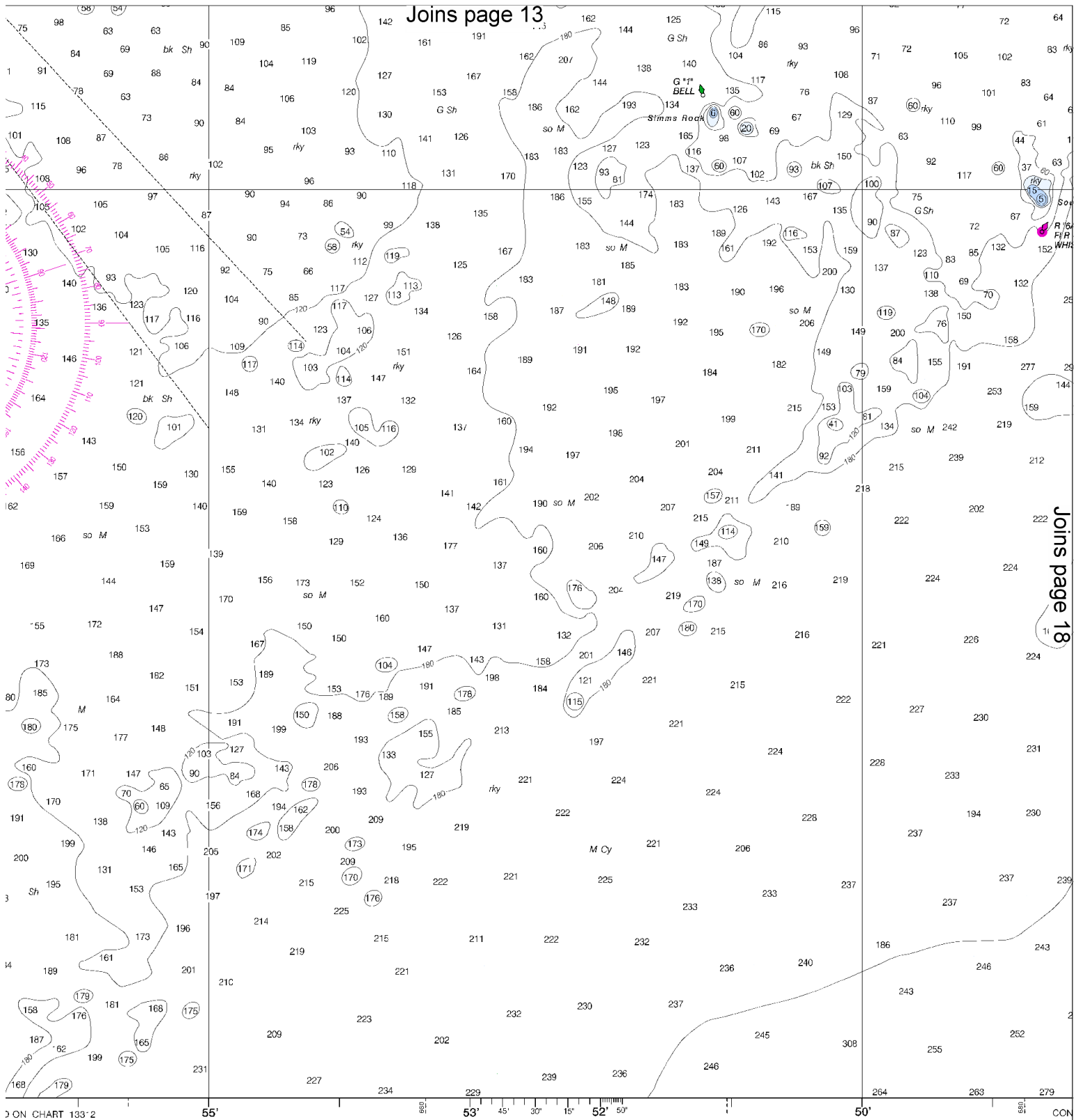


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

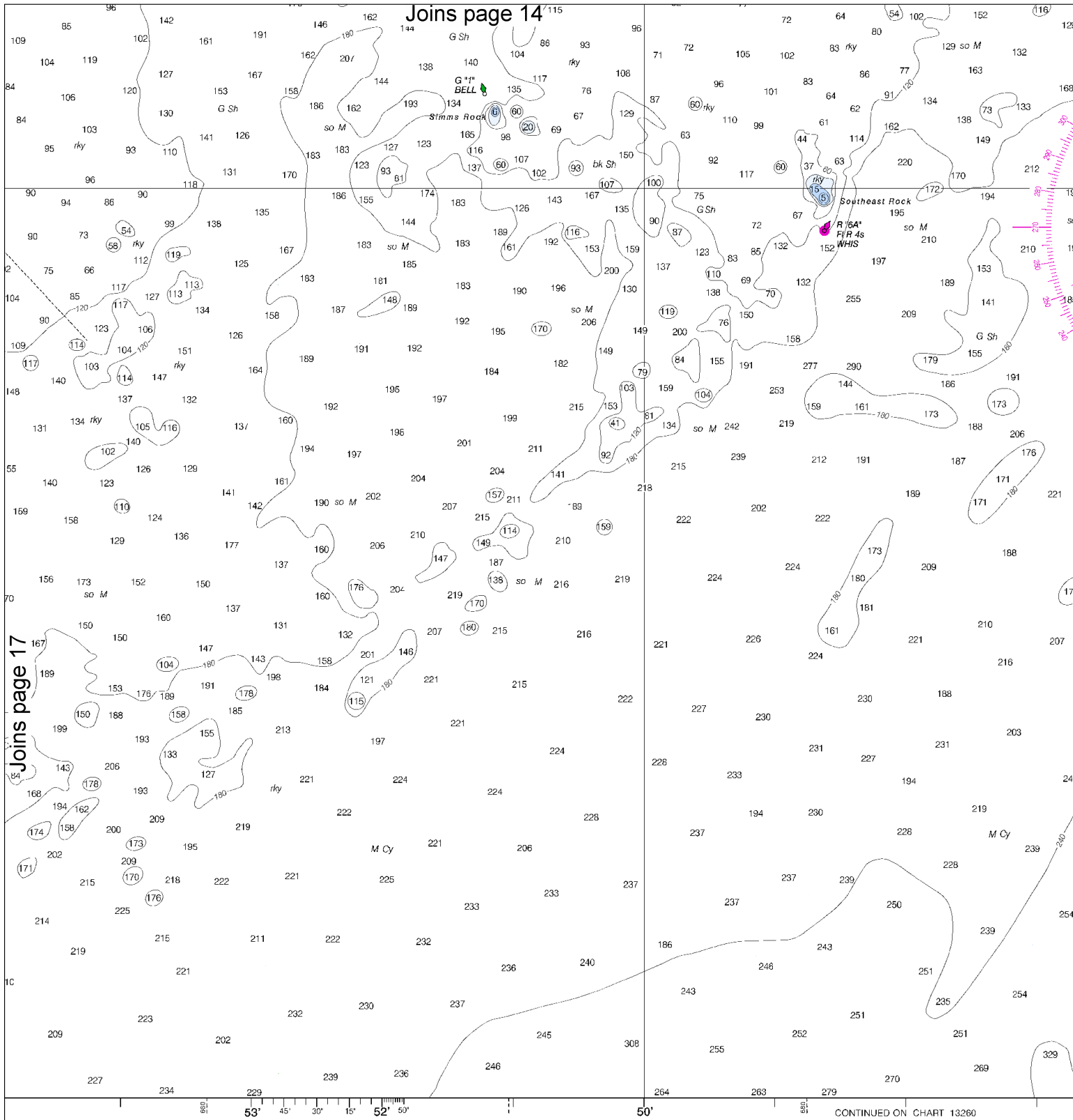




FEET

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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NATIONAL OCEAN SERVICE
COAST SURVEY



18



Printed at reduced scale.

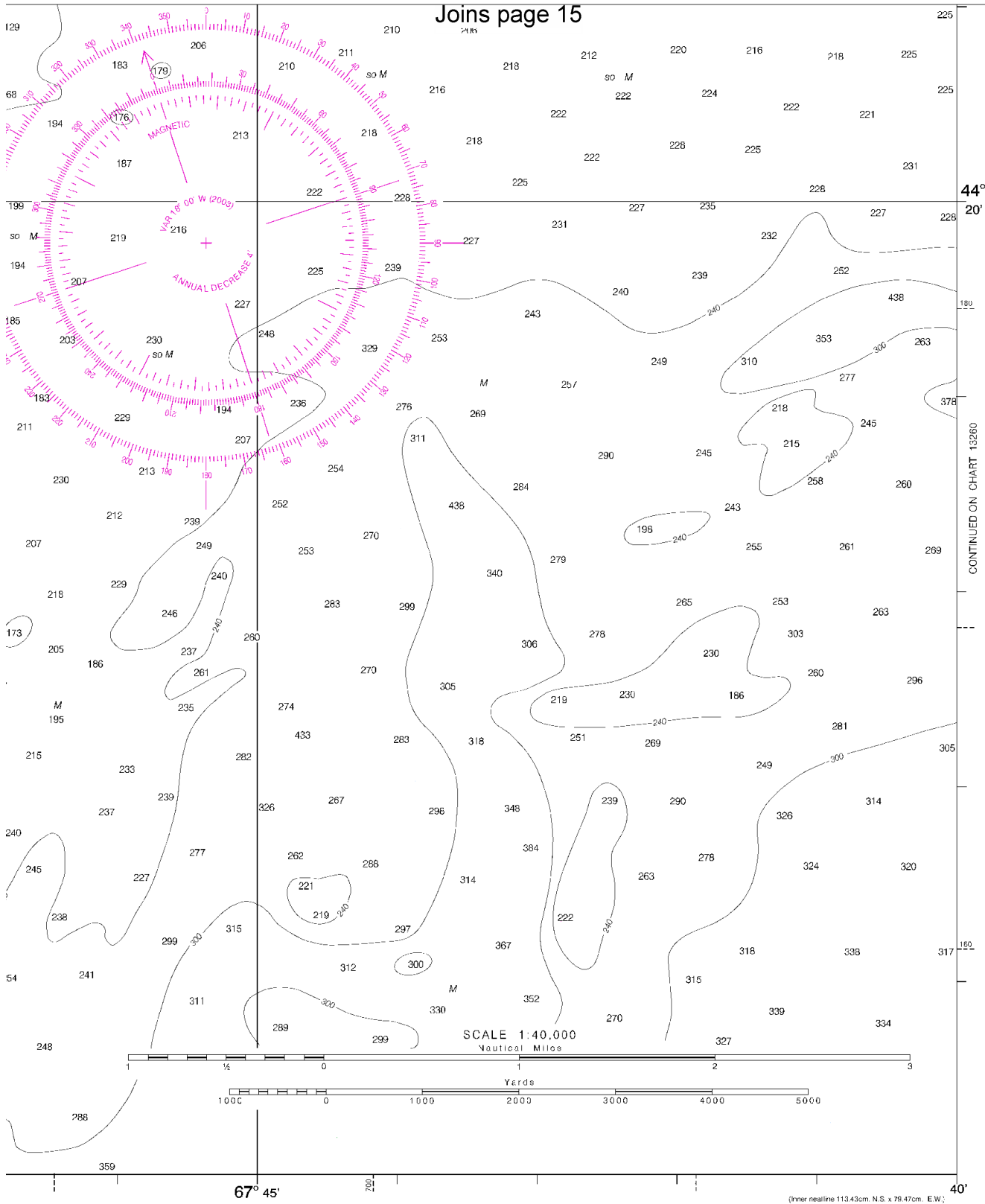
SCALE 1:40,000
Nautical Miles

See Note on page 5.



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NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7
FEET	6	12	18	24	30	36	42
METERS	1	2	3	4	5	6	7



CONTINUED ON CHART 13280



ED. NO. 14



NSN 7642014010481
NIMA REFERENCE NO. 13XHA13324

Tibbett Narrows to Schoodic Island

SOUNDINGS IN FEET - SCALE 1:40,000

13324

7	8	9	10	11	12	13	14	15	16	17
42	48	54	60	66	72	78	84	90	96	102
108	114	120	126	132	138	144	150	156	162	168

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Group Southwest Harbor – 207-244-4204

Coast Guard Station Southwest Harbor – 207-244-4270

Coast Guard Jonesport – 207-497-5700

Maine Marine Patrol – 800-452-4664/800-432-7381

Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.